

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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25X1

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This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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1. RBD Halle

a. Leipzig-Dessau.

This line is to be electrified in 1953. Locomotives are to be supplied from the USSR.

b. Halle-Eisleben

Double-tracking is to be carried out during 1953 and is due for completion by the end of the year.

2. RBD Magdeburg

a. Güsten-Sandersleben

The laying of a second track in this section was completed on 13 October 1952. Work on the extension of the second track as far as Hettstedt was in progress during November and December 1952.

b. Dismantling

The following lines were in the process of dismantling during November 1952:

(a) Haldensleben - Letzlingen

(b) Stendal - Peulingen

(c) Salzwedel - Bergen(Dunne)

25 YEAR RE-REVIEW

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-2-

3. RBD Greifswalda. Lietzow-Glowe

Plans have been completed for the construction in 1953 of a new line from Lietzow to Glowe on the island of Ruegen. The starting point of the new line will be between Lietzow and Sagard on the Sassnitz - Ruegen line.

b. Bridge at Lietzow

A new bridge, high enough to permit the passage of medium-sized ships between the large and small Jasmunder Bodden, is to be built in 1953. This will involve raising the level of the Sassnitz-Stralsund line at this point.

4. RBD COTTBUSa. Falkenburg-Cottbus

The whole of this sector was in two-way operation in January 1953. The final sector, Finsterwalde - Cottbus, was completed on 1 January 1953.

5. RBD Berlina. Wildpart - Mienehdorf

Construction of a new line. It was originally planned to complete this line in 1953 at a cost of 31 million DM (0) but, because of labor and material shortages, the 1953 allocation has been reduced to 7 million DM (0) and works is expected to continue well into 1954.

b. Birkenwerder - Wustermark

New line. Because of labor and material shortages, work during 1953 will be restricted to the Birkenwerder-Brieselang sector which is to be completed by the end of the year. Work was already in progress in January 1953. The sector Karow-Birkenwerder was completed (one track only) on 24 November 1952.

c. Jueterbog - Grossbeeren¹d. Junction curve Grossbeerene. Junction curve Northwestf. Junction curve Brandenburgg. Loewenberg - Rathenow¹h. Frankfurt - Gubeni. Grossbeeren - Seddinj. Junction curve Belzigk. Grünau - Koenigswusterhausenl. Junction curve Loewenbergm. Berlin Outer Freight, Ring Marzahn O Oranienburgn. Karow O Birkenwerder (second track)o. Jueterbog - Oranienburg

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25X1

-3-

p. Rathenow O Belzig


q. Drewitz - Michendorf

r. Bridge at Ketschendorf

The war-time bridge over the Spree near Ketschendorf on the Fuerstenwalde - Bieskow line is to be replaced.

s. Junction curve Mahlow

The new line will permit through operation between the Grossbeeren - Grünau and Berlin - Dresden lines.

1.  Comment: Originally included in the 1952 program, but not completed on schedule and therefore carried over to the 1953 program.

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